

CLASSIFICATION ~~SECRET~~COUNTRY East Germany

REPORT

TOPIC Gross Doelln Airfield (Vietmannsdorf)

EVALUATION

PLACE OBTAINED

50X1-HUM

DATE OF CONTENT

DATE OBTAINED

PREPARED 21 January 1955

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Concreting work was not completed by the fixed target dates on the following installations of Gross Doelln airfield:

- a. Connecting lane A/B, Object No 103

In order to establish a level crossing between a railroad track and the connecting lane, about 960 cubic meters in the middle strip of the lane were not yet concreted by 3 December. The target date for this work was newly fixed on 20 December 1954. A total of 1,500 cubic meters on the extension strip was to be concreted by 6 December 1954.

- b. Hardstands near Klein-Doelln Settlement

The westernmost hardstands were not yet completed by 3 December. The remaining 2,000 cubic meters were to be concreted by 10 December. The middle sections of the hardstands were not covered with concrete in order to save material.

- c. Connecting road between fuel dump I and fuel dump II

About 680 cubic meters remained to be concreted on this road up to 15 December 1954.

2. Efforts were made to complete the work at the field by 9 December, although the official completion dates were later than 9 December. A bonus of 10,000 eastmarks was promised by the construction staff of the VEB Tiefbau Brandenburg and another bonus of the same amount was promised by Staatssekretaer Hafrang (fnu) who visited the field. Work was done in 12-hour shifts.

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3. Gasoline pipes were intended to be laid from fuel dump II to the hardstands south of the eastern section of the taxiway. A construction of revetments around the hardstands was not observed.

Stolze (fnu), chief construction supervisor of the VEB Ing Tiefbau Brandenburg, who had been arrested was set free and assigned as chief to the cost accounting department in Brandenburg. Mueck (fnu) became the new chief construction supervisor.

4. On 10 November, it was learned that about 350 gondola cars with chippings and gravel for Gross Doelln airfield were ready for unloading at Templin, Zehdenick, Gross Doelln and Vogelsang railroad stations. A total of 80 cars were scheduled to be unloaded daily, but only 11 or 12 cars were actually unloaded per day.

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5. [REDACTED]

[REDACTED] the track which previously extended from the cement sheds across the southern taxiway was dismantled and the rails were installed on the spur track available at the field. Work had to be discontinued on 29 and 30 November because of frost.

6. The following appeal for the completion of concreting work at the Gross Doelln construction site was published:

"VEB Ingenieurtiefbau Brandenburg Gross Doelln, 3 Dec 54
Sto/Kue

- a. To the laborers of the concreting firm
b. To the technical personnel at the construction site

The following target dates were agreed ^{to be} ~~the~~ contractor, the constructing firm, the construction ~~site~~ ^{at} the field, and the secretary of state:

	<u>Cubic meters to be concreted</u>	<u>Target date</u>
1. Trauben Platz 103	2,000	10 December 1954
2. Expansion strip on road A/B	1,500	6 December 1954
3. Level railroad crossing on road A/B	960	11 December 1954
4. Road A/B Dismantling of temporary railroad connection, embedding of rails in concrete		20 December

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|--|-------|-------------|
| 5. Side road leading to fuel dump I and fuel dump II | 680 | 15 December |
| 6. Road E | 1,500 | 11 December |
| 7. Filling of joints on road A/B | | 15 December |

If this plan can be fulfilled by 20 December 1954, the following sums will be paid to the laborers of the concreting firm:

Bonus promised by employer	10,000 eastmarks
Bonus promised by Ingenieurtiefbau Brandenburg	10,000 "
	<hr/>
Total	20,000 eastmarks

The secretary of state promised a bonus of 2,500 eastmarks for the technical personnel if the target date of 20 December was met. The bonus will be paid on 21 December 1954.

Signed by	Roesner	Mammani	
	BGL	Chief of the construction site	"

Items 1 through 7 mentioned in the list refer to the following installations:

- Item 1 : Hardstands near Klein Doelln Settlement
 Items 2 through 4 and 7 : Connecting lane A/B, Object 103
 Item 5 : Connecting road between fuel dump I (Jagen 162) and fuel dump II (Jagen 157)
 Item 6 : E-W taxiway

The laborers had little hope to receive the promised bonus although they believed that work would be completed in time.

7. It was learned that a concrete road was to be built from the hardstands north of Klein Doelln to the Kurtsschlag-Gross Doelln road. The new road was to join the latter road west of Klein Doelln.
8. Individual foremen stated that the VEB Ing Tiefbau Brandenburg would complete work at the site by the end of the year and that most of the laborers and leading personnel would leave the construction site. Further work at the field would subsequently be done by the Potsdam Bauunion. SED functionary Gustav Sitzky left the site some days before. His new assignment was unknown. A foreman ordered that the wooden frames used for concreting work at Gross Doelln be made ready for shipment by rail. This indicated that the VEB Ing Tiefbau Brandenburg was charged with concreting work at another site which was still unknown. No

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changes were observed in regard to the Soviet soldiers employed at the field. The soldiers of the Soviet Air Force unit graded the area south of the runway upon completion of leveling work on the area north of the runway. The area was guarded lightly. No indications of the construction of a fence were seen. Access to the hardstands in the southwestern corner of the area was not prohibited.

9. On 10 December, more than 100 laborers transferred from Gross Doelln to Querfurt. It was planned to continuously transfer additional workers to Tutow, Zeitz and Leipzig. Only 500 laborers were to remain in Gross Doelln during the winter months. Christmas gratuities were paid to all workers and bonuses to those who had belonged to the firm for 3 years. The workers with a monthly pay of less than 500 eastmarks received the pay of 1 month.

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10. Grading work in fuel dump I was completed. The four containers were covered with earth and a humus layer of 5 to 10 cm. The top layer was level with the openings of the containers. Thus, only the vent pipes and entrances hatches projected above the ground. The circular road around the fuel dump was about 5.5 meters wide and had a 15-cm concrete cover. A small two-story building with a large cellar housing a heating installation was located in the northeastern corner of the fenced-in fuel dump. A deep well was sunk next to the building. For some days, a dredger excavated a pit for a new fuel dump at the eastern end of the connecting road between fuel dump I and fuel dump II.
11. On 12 December, concreting work was completed on the connecting lane A/B, except for the railroad crossing at the northern end. A rail was bedded in concrete at the old railroad crossing. Narrow grooves remained open only at the two inner sides of the rails. The rails were fitted in such a way that they were not affected by the expansion of the concrete slabs. The missing concrete slabs at the northern and southern sides of the rails were to be completed on 13 and 14 December. The by-pass track was to be dismantled and, beginning on 15 December, railroad traffic was to be handled by the new track.
12. A new road was constructed near the intersection of the Gross Doelln road and the road leading from the headquarters buildings to Grunewald was being enlarged. A large shed for motor vehicles with gasoline dump was constructed north of the two administrative buildings, which were located southwest of the above road intersection. Additional barracks were scheduled to be built west of the administrative buildings where a large area was being graded. At this site, the barracks, sheds and workshops previously located between the runway and taxiway were re-erected. A spur track was to be laid to the new

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13. [REDACTED] road construction work was to be started about mid-December 1954. At first, the road to Gross Doelln was to be concreted. Subsequently, a circular road around the headquarters buildings was to be constructed, and then expansion and reconditioning work was to be done on the Gross Schoenebeck-Gollin road. 50X1-HUM
14. Two frame-work and brick buildings were under construction in clearings cut into the wood just south of the connecting road between the two fuel dumps. The eastern house was about 20 meters long, 6 meters wide and about 4.5 meters high and was parallel to the road. There was a door 3 x 4 meters at the two gable ends. Three wide windows were seen at the side facing the road and 4 narrow windows with a narrow door in the middle at the other side. The structure was almost completed. It was covered with a flat wooden roof. Work on the western building only started. This building was apparently smaller than the eastern building and its gable wall faced the road.
15. It was learned that about 80 km of underground cables were to be laid in the spring of 1955. 50X1-HUM

[REDACTED] Comment. It is believed that the new target dates will be kept. This would complete concreting work at Gross Doelln airfield scheduled for 1954. During the winter months beginning in January 1955, construction work will presumably be done on buildings by the Potsdam Bauunion. The new construction projects, such as the fuel pipes leading from fuel dump II to the hardstands at the eastern end of the taxiway, the new cantonment, and the new concrete road from the hardstands in the southwestern section of the field were reported for the first time, except for the latter project which has been mentioned once. It is believed that the connecting road will extend to the ammunition dump southwest of Grunewald. The reported excavation work in Jagen 157 is done for fuel dump II.

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